

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. VIII

Indianapolis, Indiana, October, 1948

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No.

Heard and Seen at 716

By HARRY HUDSON

The officers and members of Local Union No. 716 join in expressing their sympathy to the families of our members who have passed away during the year:

Amandus T. Hurst James Allen
Carl Schoonover John Le Bree
William Wands William Fleming
Benjamin R. Sample

The above members were all holders of the group insurance policy issued by Local Union No. 716 through the Union Labor Life Insurance Company of New York, and each named beneficiary has received a check based on the cause of death.

During the year, elections have been held at a number of firms having contracts with Local No. 716.

All union shop elections to date have been overwhelmingly won in favor of the union shop provision, again proving to the NAM and Messrs. Taft, Hartley and Ives that members of a union wish to remain members by their own choice through secret elections conducted by the National Labor Relations Board.

Here is the result of our elections:

American Aggregates Corp.
1400 Raymond Street
6700 Westfield Blvd.—Unanimous for Union Security.
Polar Ice & Fuel Co.
2000 Northwestern Avenue—96 to 12 for Union Security.
Brannum-Keene Lumber Co.—Unanimous.
Monument Co-op Coal Co.—Unanimous.
Peerless Electric Supply Co.—Unanimous.
Farrell-Argast Electric Supply Co.—Unanimous.
Economy Electric Supply Co.—Unanimous.
General Electric Supply Corp.—Unanimous.
Heston Ready Mixed Concrete Co.—39 to 1 for Union Security.
Ready Mixed Concrete Co.—Unanimous.
Langenkamp & Co.—Unanimous.
Pure Carbonic, Inc.—Unanimous.

The above score only shows the elections of a few firms with one union. Conceive for a moment what this means to the taxpayers of this country in time, expense, loss of man-hours in production! Then check the result of these elections being held day after day and for years in the future, by a government agency already swamped with petitions, that will take months to process, throughout the United States!

The financial statement for the fiscal year beginning Oct. 1, 1947, is available at the office of Local Union No. 716. All members who desire a copy can obtain the same at the office or at your regular meeting.

Nominations

The office of trustee will be open for nomination at the General Meeting to be held November 26, 1948. Any member who desires can run for that office in accordance with the by-laws of Local Union No. 716.

Meetings

Individual Owner-operators:
1st Wednesday of the month.

General Meeting:
Last Friday of the month.

Executive Board:
1st Friday of the month.

All members are urged to attend meetings in order to keep informed on events that affect you and your Local Union.

ATA SAFETY PRAISE FOR LOCAL 417

VINCENNES—Charles Miller, head of Teamsters Local 417 here, is congratulating 20 drivers and shop men, members of the union, for helping their employer, the Osborne Trucking Co., win first place in Class I of the ATA-sponsored industrial safety contest.

The award was announced at the recent annual convention of the American Trucking Associations, and was given in connection with their third yearly contest of this class.

Mr. Miller also congratulated Herbert Kline, owner-manager of the trucking company, on his friendly management-labor relations.

NLRB elections held Oct. 22 in the Rogers Cartage Co. and Girton Bros. Inc., both Lawrenceville, Ill., resulted in an overwhelming vote among 50 gasoline drivers in favor of having Teamsters Local 417 negotiate union shops for them.

Negotiations have been concluded with the management of the Central Fiber Products Co., Vincennes, giving employee members of Teamsters Local 417 substantial wage increases, retroactive to July 1 last.

After a one-day strike, the Vincennes Gravel Co. has signed a new agreement with Local 417, giving substantial wage increases and fringe conditions to union members involved, with retroactive pay.

Officers and members of this local regret that physicians have ordered Charles Bartholina, sales-driver for the Tip-Top Creamery, to quit working temporarily on account of ill health.

This local union is now negotiating for new contracts with the Coca-Cola and Pepsi-Cola companies.

Thirty Hackmen Get Safety Awards

EVANSVILLE—Approximately 30 drivers of the Liberty Cab Company, members of the Taxicab Drivers' Local No. 11, have been awarded gifts by the company officials in recognition of their safety records for the past year.

Isadore Newman, company official, reported that the firm's insurance company refunded part of the annual premium on the basis of the company's safety and that the money refunded had been divided among the drivers.

All but five of the company's drivers, he said, had a no-accident record for the year and the five without a perfect record had had only minor accidents. These five were given half the amount received by the other 25 drivers, he reported.

Inside workers are guaranteed a 48-hour week, with time (Continued on page 2)

Joint Council Adopts Plan to Unify Pacts In Central Indiana

Teamsters Joint Council No. 69 has adopted a program to strengthen the position of 18 local unions in Central Indiana representing 16,000 card-carrying members.

First step in the program was the creation of two committees, charged with bringing the support and, when necessary, full strength of the Joint Council to aid any local needing help in negotiating contracts or expanding its membership.

The committees, specifically on Grievance and Organization, were appointed at the October 21 meeting in Indianapolis of the Joint Council, after a full discussion of the subject. Appointments were made by President O. B. Chambers, on motion that the committees be appointed, made by D. E. Mahoney, seconded by James K. Katz, and carried by unanimous vote of the delegates.

GRIEVANCE COMMITTEE:

E. J. Williams, Local 135, Indianapolis;
D. E. Mahoney, Local 369, Muncie;
Glen Rabanus, Local 543, Lafayette;
C. E. Davis, Local 188, Indianapolis;
M. R. Atkins, Local 193, Indianapolis;
James Katz, Local 691, Richmond;
E. T. Carlson, Local 716, Indianapolis;
O. B. Chambers, Local 759, Kokomo (Chairman).

ORGANIZING COMMITTEE:

Fred Marshall, Local 135, Indianapolis;
E. T. Carlson, Local 716, Indianapolis;
D. E. Mahoney, Local 369, Muncie;
M. R. Atkins, Local 193, Indianapolis;
Glen Rabanus, Local 543, Lafayette;
C. E. Davis, Local 188, Indianapolis;
Representative of Local 144, Terre Haute;
O. B. Chambers, Local 759, Kokomo (Chairman).

Within a week the program was put into practical operation, when E. T. Carlson, president, and G. L. Anderson, business representative of Teamsters Local 716, Indianapolis, met with Kokomo Teamster officials and representatives of five ready-mixed concrete companies there.

President Carlson is chairman of the Joint Council's committee on construction.

In inviting him to attend the meeting, O. B. Chambers, secretary-treasurer of Local 759, Kokomo, and president of Joint Council 69, explained that the Indiana Teamsters hope eventually to work out a council-wide bargaining agreement in this industry.

D. E. MAHONEY

On the Line with 369

All sales-drivers working for the Coca-Cola Bottling Co. in Muncie are UNFAIR!

Teamsters Local 369 now has open the Colonial and Singer Bakery contracts.

Brother Walter S. Whitton, formerly employed by the Commercial Motor Freight Co. in Marion, has passed away, after an illness of five months. Deepest sympathy to relatives is offered by officers and members of this local union.

The financial statement of Local Union 369 for the fiscal year, Oct. 1, 1947, to and including Sept. 30, 1948, is ready for distribution. Copies may be obtained at the local offices in Muncie, Marion or Anderson.

Charles Tuttle, sales-driver for the Singer Bakery, has gone to the hospital for an operation. Best wishes for a quick recovery, Brother Tuttle!

Bro. William Foreman, of the Magic City Beverage Co., in Muncie, is still on sick leave. Get well, Bill!

The next regular meeting of Local Union 369 will be held in the Labor Temple, Marion, November 14.

Local 414 Gets Driveaway Pact

FORT WAYNE—A contract calling for one-half cent-a-mile across-the-board increase has been signed between Teamsters Local No. 414, and Howard Sober Driveaway, Inc., according to Pat Hess, business representative for the local.

In addition to the increase, which applies to all operations, a ten-cent an hour increase was made in the truck yards, Mr. Hess said. Other contract features include time and a half for all work over eight hours; one week's vacation for employees with one year's service computed at two per cent on annual earnings; two weeks' vacation after three years computed on four per cent of annual earnings; transportation on return trips paid by company; and a maximum of \$3 for hotel rooms if rest period is needed on the road.

Donald Little Dies Of Truck Accident

Donald A. Little, 35 years old, Lawrence, died in Methodist Hospital following an accident in which his truck overturned and burned near Plainfield.

An employee of Aero Mayflower Transit Company, Little was driving from New York to California at the time of his accident. He was born at Oakland and lived in Indianapolis 20 years.

Surviving are the parents, Mr. and Mrs. Olin Little, Oakland. Funeral services were held in McCord Funeral Home, Oakland. Burial was in the Odd Fellows Cemetery there.

Local 135 Donates In Member's Death

Teamsters Local 135 has made a donation of \$600 to Mrs. Genevieve Holman, 22 West Morris Street, Indianapolis, widow of Roy L. Holman. Mr. Holman, a member of the local, died recently of a heart attack while employed by the Hayes Freight Lines.

Polk Signs With No. 188 For 5 Years

The Polk Sanitary Milk Co. of Indianapolis has signed a five-year collective bargaining contract with Teamsters' Local 188, guaranteeing union working conditions to 250 salesdriv-

ers and plant employees. The contract, signed Oct. 23 by J. D. Dungan, Sr., representing the company, and C. E. Davis and Richard Kinnaman for the union, is effective as of the date of signing. It contains a clause whereby it can be reopened yearly for reconsideration of wages, hours and vacations.

Inside workers are guaranteed a 48-hour week, with time (Continued on page 2)

She Gave Mayflower Driver Tip on Black-Haired Beauty

By SWEDE CARLBOM

On a bright, sunny New Year's Day, I moved into Los Angeles one Madame Cortessa Lorenzo, a palmist and clairvoyant from New York City. Her furnishings, bought from a gallery, consisted of oriental things, inlaid Indian tables and chairs, divans, rugs and draperies in gaudy colors.

Madame herself had an oriental air about her. Stately and buxom, wearing a long pleated cardinal red skirt, yellow waist, blue velvet jacket and high-heeled, rose-colored pumps with silver buckles, a Madame Pompadour hairdo and heavy, gold ear rings set with rubies, she reminded one of the characters in 1,000 and 1 night stories.

Madame was very pleased with the services rendered and, in appreciation, gave me a ten dollar tip.

She said she knew beforehand that her things would arrive in fine condition. She had followed the van in her mind, day after day, knowing almost to the exact town where the van stopped over nights.

I thought that was very remarkable and asked her if she could also tell about one's future. She answered, "Absolutely, my dear man. Give me your palm."

She took my left hand in hers and, in a burst of acclamation, said, "What an interesting hand!"

Said I, "How can you see through my canvas glove?"

Embarrassed, Madame bid me take it off.

After an intense study of my palm, she looked straight into my eyes, curled her lips and said:

"You travel a lot, from coast to coast. Within a day or so you are to meet a beauty with soft, hazel-brown, doleful eyes and raven black hair. You shall know her by a silver bell worn as a necklace."

Excited, I asked, "Where, Madame?"

She said, "I can see a meadow with trees, bushes, flowers, bees, birds and butterflies. Beyond I can see fields of marigolds with a hazy mountain background. It will be at sunset. I can see a rosy shimmer over the meadow. Now give me back the tip I gave you. It is all I can see!"

I thanked Madame for the reading and departed.

★

That night, while sitting in my cab listening to some soft music over the radio, I could see nothing else but hazel-brown, doleful eyes, raven-black hair and silver bells. Putting eyes, hair and bells together, I began to mold in my mind the most beautiful Venus that ever tread this earth.

She would be a master creation of the gods, a Cleopatra from out of this world. In a day or so I would meet her. She would come from the meadow in the rosy shimmer of the setting sun. She would be tall and queenly like. In her raven-black, parted hair she would be wearing a tiara. Long, curly ringlets of black hair would drape about her finely-molded throat and neck.

The hazel-brown, doleful eyes with a far-off look in them would be arched with black pencil-lined eyebrows. Her skin would be of velvet texture, her cheeks with the glow of a new-born rose. She would have a delicate Roman nose and mouth like two cherries.

Tinkling on her firm, rounded bust would be a silver bell, held by a string of pearls.

She would be wearing a silvery gown, held only by shoulder straps, leaving her soft, graceful arms bare.

Around her slender waist would be tied a rose-colored sarong, trailing on one side of her well-shaped ankles.

Her dainty feet would be incased in rose-colored slippers, matching her sarong.

She would walk with a buoyant gait. The movement of her body would mix the gold of sun with the silver in her gown.

She would then stand by the roadside, extend her beautiful hands with fingers like flower petals.

The hazel-brown, doleful eyes would twinkle like two stars. Her cherry-like mouth would part, displaying the even rows of ivory teeth.

She would say softly, "Beloved, I am here."

Entranced, I would fling out my arms and say, "Ah, sunshine, come, enter into my being."

I would then hobble forth like a broken ballet dancer, bend my knotted knees, take her dainty hand and press it to my fluttering cheek.

She would run her fingers through my seven hairs and say, "Arise, beloved, come and walk with me in the meadow."

Hand in hand we would walk over a weaving path, then seat ourselves on a moss-covered log. There we would sit, close to each other and in mute entrancement watch the golden glow of the sun disappear beyond the distant mountains.

Her name would be Gloriana Saturnina, named after something out there in space.

★

After a night of fitful sleep, I awoke with the vision of Gloriana Saturnina still impressed upon my mind. What did fickle fate mean by having such a heavenly creature cross the path of an old goat like me? A look in the mirror convinced me that a lug at 74 is not particularly handsome.

But handsome or not, today was the day. It was not time enough to have my face lifted.

So off to the barber I went. He was to have my seven hairs look like fourteen, to massage my face, to trim excess hair in my ears and to pencil-trim my bushy eyebrows. Shoe shine, creased trousers, white shirt, pink tie and a fresh, white cap improved my appearance.

Passing a flower shop, I stopped and bought two large, pink chrysanthemums, pinned one on my cap, the other on my shirt. I colognized myself inside and out. Brushed my uppers with kitchen cleanser, polished my own lower fours with emery paper and manicured my horny finger nails.

I had gained only two years, but I smelled good. At the parking lot, a buddy of mine asked where the costume ball was at.

★

In the afternoon, I drove off. Toward evening, winding down the highway, I came on a bunch of cattle standing on the road. All were scattered but one—a young, black heifer. I took around her on the right. She brushed up against the side of the van, tripped, fell and rolled over on the grassy bank.

I stopped and walked back. She lay motionless on her side. I knelt and stroked her head.

A hole was punched in her ear and from it hung a metal tag. It read:

"Bessie Ann. Winner of 1st beauty prize. Macoupin County Fair, 1948."

POLK SIGNS WITH NO. 188 FOR 5 YEARS

(Continued from page 1)

and one-half after 40 hours. This provision has previously been unheard of in the milkshed area of Indianapolis, where all other dairies are reportedly working their employees as long as 72 hours a week with no thought of paying for overtime work.

Polk salesdrivers now get 28 days off with pay per year instead of 18 days granted before signing the contract. These days are additional to Sundays off and annual vacations of one week after one year and two weeks after three years.

Davis wants everybody in the Indianapolis area to buy Polk milk.

Mayflower Garage Pact Consummated

Teamsters Local 193 has consummated a contract for garage employees with the Aero Mayflower Transit Co., giving satisfactory terms to all concerned.

This contract represents a considerable increase and improvement in working conditions for the union members. It is effective as of August 18, 1948, with retroactive pay and holidays.

By executive order and in accordance with the by-laws of Local 193, the office of vice-president has been declared vacant. Nominations to fill this office will be offered at the next meeting of this local.

Never in the history of Local 193 has this union entered into a jurisdictional dispute with any other local of the Teamsters Union, according to an official statement just made public.

Ivan the Terrible Accused of Tax Fraud This Time

AUSTIN, Ind.—A million-dollar tax argument between Ivan Morgan, Ninth District Republican chairman, and the Federal Bureau of Internal Revenue is reported in progress.

First reports say Morgan was subject of an income tax investigation and set the amount involved at \$1,700,000. But there was no confirmation of the figure.

Ernest H. Vaugh, head of the Federal Bureau's Intelligence Service in Indianapolis, said he could not provide any information about the case. However, he indicated the matter involves a technical dispute between Morgan and the tax gatherers.

Morgan said an investigation is in progress and described it as a dispute between himself and the revenue bureau. He said the argument has been going on "about two years."

Morgan also said he has been warring with the Federal Pure Food and Drug Bureau, too, for more than a year.

She turned her head, displaying soft, hazel-brown, doleful eyes.

She sprang to her feet. A bell tinkled, a silver bell, fastened to a leather strap around her neck.

Her hair was raven black. And there was the meadow with trees, bushes, flowers, bees, birds and butterflies. Beyond, I could see fields of marigolds, with a hazy mountain background.

And it was at the sunset and there was a rosy shimmer over the meadow.

I took the pink chrysanthemum off my shirt and stuck it in the punched hole in Bessie Ann's ear, then sat down on my running board to think.

My clairvoyant friend had told me right. I did meet a beauty, with soft, hazel-brown, doleful eyes and raven black hair. And the beauty was Bessie Ann.

Fat Ed and Skinnay Ed

Look-See with 233

Brother Jim Shaffer, of Standard Grocery, is off with an appendix operation. Get well, Jim!

Red Dot Foods contract is all settled for another year, with some nice fringe issues.

United Tomato Packing Co., a recently organized company, has signed a labor agreement with Local 233.

Remember regular meetings: 1st Wednesday of each month at 28 West North St. at 8 p.m.

Kibler has signed a new agreement with a nice wage increase, vacation upgrade, additional meal allowance and several contract revisions.

Members of Local 233 who are employed at Fred Beck Liquor Co., Capitol Hill Wine and Spirits Co., Stokley Van Camp drivers, Jagers Grocery Co. and South Side Cold Storage, watch your bulletin boards for notices of contract change meetings in the near future.

Contracts are now being negotiated with public warehouses in Indianapolis, as follows:

Indiana Terminal and Refrigerating Co., Tripp Warehouse Co., Strohm Warehouse and Cartage Co., Indianapolis Warehouse and Storage Co., Rolling Mills Warehouse Co.

Negotiations also are being conducted for Kroger warehouse employees and drivers and for Kroger mechanics.

Kokomo Labor Men Denounce NAM "Funnies" in Newspaper

A series of anti-labor cartoons, entitled "Taft-Hartley Law Facts," now appearing in newspapers throughout the country was assailed recently by the Kokomo unit of Labor's League for Political Education, headed by Everett McClain.

Mr. McClain wrote a letter to the Kokomo Tribune, one of the papers which publishes the cartoons, pointing out that the feature, under guise of being humorous, is in fact a poison pen attack on organized labor and so vicious it could only be put out by the NAM or National Chamber of Commerce.

The letter was published, but so badly cut, says Mr. McClain, that it didn't make sense. Therefore, we print Mr. McClain's letter in full herewith:

"Although the 'Taft-Hartley Law Facts' cartoon in Wednesday's Tribune is more or less amusing to union members, it is very damaging to organized labor as regards the opinion of the general public. This leads us to ask what we consider a very fair question.

"In order to give the labor side of this controversy, we must sign our name to these answers, thereby letting the public know that they are reading the labor side of the question. Why doesn't the National Association of Manufacturers acknowledge these cartoons? The cartoons don't even carry the name of the cartoonist—not even his initials.

"The election is less than one month away. Isn't it rather inconsistent to require labor to sign their side of an argument and carry strictly political cartoons for a manufacturers' association, especially when these cartoons are misleading, without informing your readers that the cartoons are supplied by the manufacturers in their support of the T-H law?

"Specifically the Wednesday cartoon implies that union members are coerced by their officials (whom they elect) into voting for the closed shop. To a union man it is rather absurd for two reasons: (1) Such questions are voted on by secret ballot in union meetings; (2) It is amusing to think of a group of union members voting against a closed shop, thereby enabling management to hire non-union members at lower wages and weakening the union position.

"But the general public doesn't realize these facts. They are left with the impression that union men are bullied by their so-called 'union bosses' into voting for a closed shop which the union members do not want. The general public doesn't know that these same workers the past year voted in 99 out of every 100 elections by secret ballot for the union shop, which is the same as the closed shop, with the exception of the hiring and 30-day clauses."

Of 50,000,000 organizeable workers in the U. S., approximately 7,000,000 are in the AFL, 6,000,000 in the CIO and 2,000,000 in unaffiliated unions; 35,000,000 await organization.

More than 16,000,000 new homes are needed in the next 10 years to house the American people properly.

The ranks of organized labor contain almost 4,000,000 women.

Purchasing Union-made-in-American products is the best economic defense plan ever devised.

By purchasing Union-made goods, you can eliminate the unfair competition of sub-standard-wage industries.

When you buy Union Label goods, you increase your self-respect in the same degree that you impress the merchant that you believe in your own products.

7 Indianapolis Taxi Drivers On Non-Union Pay Accused Of Procuring School Girls

Why Indianapolis has one of the worst taxicab systems in America—

The companies operate non-union and pay sub-union wages.

Therefore, they have to take any kind of drivers they can get for the money. All too frequently these underpaid non-union drivers are unqualified by skill or moral considerations to be entrusted with this sort of public service.

You read about them almost every day, doing something that gets them in police court. And the bad ones, of course, bring disgrace to the good ones, so that the good ones are discouraged from hacking in Indianapolis.

The only solution appears to be for the Indianapolis hackmen to join up with the Teamsters' Union, and then they can demand and receive decent pay for their work.

Once the companies are forced to pay union wages, the companies will demand good drivers and the whole system will be elevated.

Tips are no good today, because the riding public is enraged at excessive meter rates and won't tip.

So that in lieu of adequate wages or tips the hackmen of Indianapolis are assertedly resorting to other means of making money.

And we read about the United Co.'s drivers in the Indianapolis Star of October 24 as follows:

Police smashed a prostitution ring here recently with the arrest of two United Cab Company drivers and two 16-year-old girls, who confessed immorality with more than 20 "clients."

The teen-agers told detectives the drivers took them to rooms in the Claypool, Washington and Lincoln Hotels and furnished dates for

them in tourist camps on the edge of town in the last three weeks.

INTIMACIES ALSO OCCURRED INSIDE THE CABS ON GLOOMY THOROUGHFARES AND IN THE UNITED CAB COMPANY LOT AT EAST AND LOUISIANA STS., THE GIRLS SAID.

Both of the youngsters said they gave the drivers half of their fees. One girl said she ran away from Marydale School for Girls several weeks ago.

The United drivers arrested are: Robert S. Beasley, 22, 1641 DeLoss Street, and Harold Lloyd, 22, 431 Warsaw Street.

The third United driver was identified as Roy Epley, 21, Lexington Avenue. He is being sought by the police.

The arrests came after two patrolmen in a squad car nabbed Robert Beasley and one of the girls inside a cab in the 400 block of East Pearl Street early yesterday.

Taken to headquarters on a routine investigation, she broke down, related the unsavory story and implicated the other girl, who was picked up in a rooming house.

One girl said she had a date for Epley at the Washington Hotel last Friday night for which she earned \$5. She later gave Epley \$2.50, she said.

Immediately afterward, she said, Epley took her to the Lincoln Hotel where she was intimate with another man, who gave her \$15. Of this amount, Epley got \$5. Beasley got \$5 and the kept \$5, she said.

She said she had a date for Beasley at the Claypool three nights later and got \$20 that time, Beasley getting \$10.

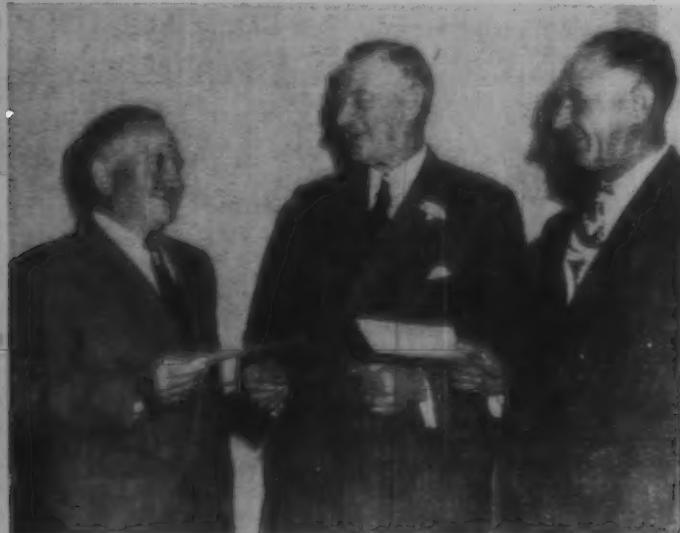
The other girl said she worked for Beasley on Oct. 18 in his cab at the United Cab lot and for Lloyd in a tourist camp at Troy and Madison Avenues.

(and Indianapolis Star
October 27)

Four more men, including an Indianapolis attorney, were named yesterday by two 16-year-old high school girls as contributing to their prostitution in Indianapolis hotels, homes and taxicabs.

So far the girls have named nine men, three of them Red Cab Company drivers and four United Cab Company operators, as having been intimate with them over a period of six months.

AFL Teamsters Invest \$240,000 In U. S. Savings Bonds, Series G



Shown above, l to r, are John Backhus, President, Teamsters' Joint Council No. 53; A F of L; E. A. Roberts, Pennsylvania State Chairman, U. S. Savings Bonds Division and Joseph Wirs, secretary-treasurer, Local No. 463, Teamsters' Joint Council No. 53. Mr. Roberts is receiving a check for \$240,000 in U. S. Savings Bonds from President Backhus and secretary-treasurer Wirs.

Washington, D. C., Oct. 11 — Two International Brotherhood of Teamsters' Councils today invested \$240,000 in U. S. Savings Bonds. Local 463 of the IBT-AFL comprising food and dairy products salesmen-drivers, purchased \$200,000 worth of Series G Bonds and Joint Council No. 53 invested \$40,000.

John Backhus, President, and Joseph Wirs, secretary-treasurer of these organizations said: "It is our belief that this investment provides the best protection our organization can find. We suggest that all Americans follow this example, not necessarily waiting for loan campaigns to invest in their own and their country's future".

CHAMBERS' BOY NAMED DRIVER OF THE MONTH

Edgar Grant of Onward, Ind., driver for Courier Express, Inc., of Logansport and a member of Teamsters' Local 759, has been named driver for the month of September by the Indiana Motor Truck Assn.

Grant helped capture an escaped circus tiger, as described in the association's official publication, *The Fifth Wheel*, thus:

At 3:30 a. m. Friday, September 17, while coming in on his run from Detroit to Kokomo, Edgar was flagged down on Indiana 218 near Bunker Hill by David Higgins, Pennsylvania Railroad signalman from near Logansport. Mr. Higgins pointed out that his headlights had shown him there was a big tiger on the road.

They presumed it had escaped from the Tyrrell Jacobs circus farm about three miles from there. The two men drove the animal back to the farm, but not before it jumped into a field and attacked a couple of llamas. All of this caused such a fuss that it aroused the owner of the circus farm, who got up and drove the beast back into its cage. It had escaped by chewing a hole in a heavy screen covering the cage.

**STATEMENT OF THE OWNERSHIP,
MANAGEMENT, CIRCULATION, ETC.,
REQUIRED BY THE ACT OF CON-
GRESS OF AUGUST 24, 1912, AS
AMENDED BY THE ACTS
OF MARCH 3, 1933, AND
JULY 2, 1946**

Of the Indiana Teamster, published monthly at 28 W. North St., Indianapolis, Ind., for October 1, 1948. State of Indiana, County of Marion, ss: Before me, a Notary Public in and for the State and county aforesaid, personally appeared Scott Armstrong, who, having been duly sworn according to law, deposes and says that he is the Editor of The Indiana Teamster, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily, weekly, semiweekly or triweekly newspaper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Section 337, Postal Laws and Regulations), printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:

Publisher—Indiana State Drivers' Council, 28 W. North St., Indianapolis, Ind. Editor—Scott Armstrong, 28 W. North St., Indianapolis, Ind.

Managing Editor—None.

Business Manager—None.

2. That the owner is: The Indiana State Drivers' Council, state organization of the Teamsters' Union, 28 W. North St., Indianapolis, Ind.

3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; given also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds or other securities than as so stated by him.

SCOTT ARMSTRONG
Sworn to and subscribed before me this 5th day of October, 1948.

(Seal) BERKEY ORR.
(My commission expires June 21, 1949.)

he Indiana Teamster
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INDIANA STATE DRIVERS COUNCIL

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Vol. VIII

Local 691 Gets Good Raises In Connersville, Richmond, Rushville and Lawrenceburg

Twenty-five drivers for the Rex Manufacturing Co., in Connersville are now working under a new contract, just negotiated for them by their Local Union 691 of the Teamsters.

The new agreement gives them pay increase of 12 cents an hour, six holidays with pay a year and four complete uniforms a year.

The agreement was completed after an NLRB hearing, in which James K. Katz, union business representative, was upheld in his charges of unfair labor practice against the company.

The company had granted a plant-wide increase of five cents an hour and three additional paid holidays last July. When Katz asked for a meeting with the company to discuss a new contract, the company declared there was nothing to discuss, because the 25 drivers had accepted the new scale.

The drivers, however, were not satisfied with the five-cent raise and voted to have their case taken to the NLRB.

Local 691 has signed a new contract with the Porcelain Steel Co., of Connersville, giving the drivers increased pay and better working conditions.

If you want to know how many brick are in the Ft. Wayne Ave. driveway of the Sam Jaffe Co., Richmond scrap iron and prefabricated steel dealer, contact Jim Katz or James Fisher, assistant business representative of Local 691.

Katz and Fisher counted the brick for two weeks to the hour, while picketing the Jaffe Co., in a strike declared by the union in behalf of 23 teamsters, crane operators, laborers, metal sorters, torchmen, prefabricators and sheer men.

In the end Jaffe signed a year's contract with the union, granting 20 cents an hour pay raise, check-off and other fringe issues.

All drivers, helpers and laborers of the Wolff Construction Co., of Rushville, are affected by a new contract signed for them by James Fisher, representing Local 691.

Sixteen drivers for Seagram's Distillery in Lawrenceburg received a pay increase of 13½ cents per hour and improved working conditions by terms of a new contract, recently signed for them by their Local Union 691. The contract is retroactive to August 28, 1948. It was signed shortly after holding a union shop election, which was won by the union.

A new contract signed by the union with Schenley Distillery in Lawrenceburg brings pay for 28 drivers and helpers up to approximately the scale of the Seagram contract. The contract, retroactive to the expiration date of a previous agreement, was signed after the union had won a union shop election.

Contractual negotiations have been opened with Kroger and Crossley.

Vice-President William Dargie has been in the hospital for observation, suffering an ailment not diagnosed by his physician.

Notice to all members:

Please attend all meetings! It takes all of us to make the organization run. Remember, one can't balance a double yoke. It requires two oxen to pull successfully. So let's pull together, help your business representative—help keep sweat-labor conditions away from your barn.

Listen, Fisher! When you take your vacation we are all expecting a lot of rabbits.

We are expecting to have jobs for many members when they start building that new bridge across the Ohio at Lawrenceburg. Work of construction will be under supervision of the Indiana State Toll Bridge Commission and pay will be at the prevailing rate, as set by the State Department of Labor.

On a recent vacation trip to the Smokies in Tennessee and North Carolina, James K. Katz got acquainted with a truck driver who was particularly skillful in taking his big freight truck around dangerous curves up and down steep mountain grades.

"That driver is working 50 to 60 hours a week or longer," said Mr. Katz, "and, believe it or not, his pay is forty dollars, which is considerably less than the amount received by any member of Local 691 for hours comparable to his. But the driver belongs to no union and cannot force his company to give him an honest day's pay. And the moral is obvious."

Pearson's Furniture Stores Are Union—So Patronize!

About 40 employees of Pearson's Furniture and Music stores (division of Sterling, Inc.) in Indianapolis are affected by a new union contract just signed by Teamsters Local 193 and the Sterling Co.

The new contract gives the 40 union members raises to 10 to 15 cents an hour, six paid holidays a year, a guaranteed 48-hour week, with overtime for longer hours, and Saturday afternoons off.

The members are employed as warehousemen, shipping and receiving clerks, service men and helpers in the company's four Indianapolis stores and its warehouse, at 311 South Missouri St.

The four stores are:

Pearson's main store, 128 North Pennsylvania St.; Hoosier Outfitting Co. and Economy Furniture Outlet, both on East Washington St., and the Fairway Furniture Co. on West Washington St.

It is understood that the Pearson stores are the only furniture stores in Indianapolis having union help—so Patronize Pearson's.

MOTOR TRUCKING LEADS AMERICAN INDUSTRY

Survey in Illinois Shows Gigantic Growth Everywhere

An article written by Thomas Morrow for *Motorway Transport* shows that trucking has grown in a half century to one of the greatest industries in Illinois and in America as a whole.

The trucking industry has grown to tremendous proportions and now employs 3,806,375 persons throughout the United States, compared with 1,498,627 working for the railroads.

Chicagoans, touring the city, come across teeming terminals scattered through the metropolitan area with trucks crawling in and out in a never ending stream. There are 187,000 trucks for hire in Illinois, most of them touching Chicago at one time or another, and 211,323 truck drivers drawing an approximate wage of \$79 million dollars a year.

Many Areas Rely on Trucks

Recently, interested associations drew up a report to show that Illinois has 1,181 communities not located on railroads and entirely dependent on truck transportation. The same report asserted that 242 of the 373 coal mines in Illinois have no rail connections and are served exclusively by truck.

The report claimed that trucks haul into Chicago 85 per cent of the fluid milk, 80 per cent of the live poultry, 63 per cent of the fresh eggs, 62 per cent of the butter, 51 per cent of the live stock, 33 per cent of the cheese, 25 per cent of the dressed poultry, and 18 per cent of the fruits and vegetables.

Open Hostility Recalled

The trucking industry, long a controversial member of the nation's economic family, was confronted from its beginning with the open hostility of motorists who could not see why they had to take the time necessary to pass the lumbering trucks.

Truck drivers and motorists fought it out fender for fender and temper for temper. The truck drivers fought sleep and sometimes inadequate equipment. Some fly-by-night operators built no good will by pocketing profits and forgetting guarantees.

The truckers often found themselves pummeled about the head by the railroad lobby in Washington. As the truck lines grew they built their own organizations. They installed their own lobby and they began a concentrated drive to inflict courtesy and safety on their drivers.

Safety Contests in 33 States

The American Trucking Association and local associations began to hold safety contests. There are now 33 states engaged in these contests with a national contest to top them off—this year in Washington, Nov. 8.

That the campaign for truck driver courtesy has borne apparent fruit is seen in the growing conviction of motorists that the

truck and its driver are highway comrades rather than enemies to be snarled at. Most motorists concede that a high percentage of truck drivers will extend more courtesies of the road than fellow pleasure drivers.

Current controversy revolves around the damage done to highways by heavy trucks. Opponents of trucking lines have charged that the trucks mutilate roadways and that truckers do not pay for the damage they cause.

The truckers counter they more than pay for any road damage with a national \$762,000,000 yearly in special use highway taxes. They point out this sum is equal to the total spent by all states in 1946 for 43,000 miles in new roads.

Cite Figures on Taxes

In Illinois, the truckers report, registration fees and mileage taxes upon trucks, trailers and buses totaled \$11,444,222 in 1947. They also point to the fact that trucks and buses account for 22 million of the \$45,995,449 net collections from the gasoline tax, and, in addition, pay the usual property, corporation income, excise and general taxes.

And, if you are looking for startling statistics, a representative of the American Trucking Association will hurl them at you by the yard. For instance, it is reported, there are more than six million motor trucks and trailers in the United States.

These vehicles use an estimated 180,960,000 quarts of oil a year, 7,100,000 gallons of anti-freeze, five billion eight hundred million gallons of gas. They haul 50 billion ton miles per year or, as some idle statistician figured out, a distance equal to more than 50 trips to the sun with a ten-ton load.

800,000 Trucks a Year

Each year, the truckers point out, the industry buys 800,000 new trucks and 75,000 new trailers. In doing this, the truckers' statistician said, the industry uses 23,244,150 feet of glass.

It's inconceivable that a union worker or his wife would spend union-earned money for non-union goods, thus chiseling on their own income.

Have you enlisted in the army of Union Label-conscious consumers?

The stop-gap program for unemployment of union workers is the buying of union-made goods.

The big build-up for union wages is the sale of union-made products.

Hartley Wouldn't Take Bribe — Just Good Job With NAM

NEW YORK—Congressman Fred A. Hartley, Jr., (Rep., N. J.), is "considering" an offer of an attractive job from the National Association of Manufacturers, the *Wall Street Journal* has revealed. He'll probably accept after his term in Congress expires December 31.

Hartley's own party refused to nominate him again, and when he later announced his "willingness" to become the vice-presidential nominee, the GOP convention didn't even give him a nod.

He has tried to keep in the spotlight by holding a series of hearings to "smear" labor, but these have proved a flop. Furthermore, he's no longer a drawing card as a speaker. For a while, he drew down big lecture fees for "explaining" the Taft-Hartley Act, but that has petered out.

However, the NAM doesn't forget its own. Lobbyists of that outfit drafted most of the Taft-Hart-

ley law, and during the fight to put it over, they made their headquarters in Hartley's office.

Now, Hartley needs a full "meal ticket" and the NAM, in recognition of his "loyal" service, is going to take care of him—undoubtedly at a comfortable salary.

Marshall Heads Evansville Local

EVANSVILLE—Henry W. Mullins, president of the Taxicab Drivers' Local No. 11, has resigned and William Marshall, vice-president, has been elected to succeed him. Albert Breedlove was elected to the first-vice-presidency.

Ray Carrier, trustee, having resigned in order to be a candidate for president, Maurice Wheelhouse was elected to fill the trusteeship vacancy.

Progress Turncoats Lose Jobs

Here's an object lesson for laundry drivers and all others who are about to join the Teamsters Union and then allow themselves to be dissuaded by the employers' promise of more money and better conditions than the union can get for them if they remain loyal—and unorganized.

Sweatshop employers always make big promises about raises, lifetime jobs, etc., whenever the idea of going union strikes the workers.

The customary procedure of maintaining sweatshop conditions is:

First: When organization starts, the employer promises anything and everything necessary to keep his workers "loyal" and non-union.

Second: So soon as talk of unionism subsides, the employer starts getting rid of the agitators and a lot of others one by one he has given raises to remain loyal. He replaces these, of course, with lower-paid non-union-minded help.

Such a method was used by the Progress Laundry in Indianapolis when 26 salesdrivers joined Teamsters Local 188 two years ago.

The Progress management offered big inducements, including lifetime jobs and more money to the 26 men, providing they disavow their union membership.

The suckers fell for these promises, believing them to be offered in good faith, dropped their membership in Local 188 and remained loyal to the Progress Laundry.

And so, where are these loyal Progress Laundry drivers today, who believed two years ago their jobs were made secure by resigning from the union?

Here is a partial casualty list of these Progress drivers. Did they get fired or were they merely eased out by the Progress Laundry management? They are no longer working for Progress.

(Note: Addresses used were those indicated on union application cards two years ago.)

Samuel M. Nicely, 2415 West 11th St.

William E. Paulson, 407 East Ohio St.

Arthur R. Black, 222 East 10th St.

James O. Emberton, 1721 Carrollton Ave.

Charles Flohr, 529 East 22nd St.

Harry C. Claxon, 316 North Boscawen St.

Zeus McKibban, 3843 East 11th St.

Harold E. Frymer, 2034 North LaSalle St.

Charles Cott, 3542 North Chester St.

Thomas E. Johnston, 2442 Lockburn St.

Dorsey Barlow, 438 East Market St.

Herman Haas, R. R. 1, Box 34, Camby, Ind.

Ben J. Farler, R. R. 1, Box 257, Danville, Ind.

O. B. CHAMBERS

In the Know with Kokomo

The regular meeting of Local Union No. 759 is held the first Saturday night of each month in the Labor Temple, 512 East Sycamore St., Kokomo. All members should give at least this one night a month and attend the meeting so that they can keep informed of things going on in their communities against their organization.

Local Union No. 759 has won a Union Shop election covering shippers, loaders and garage help at Omar Baking Co.

We have recently completed our beer contract with a nice increase in pay for beer drivers in Kokomo.

The contract covering National Cylinder Gas Co. drivers at Logansport has been completed with an increase for drivers at that plant.

General Tire and Rubber Co., contract covering shipping room employees, truck and jeep drivers and dockmen at both Wabash and Logansport plants has been settled with an increase for these people.

O. B. Chambers, Lee Lantz, Lloyd Dice, McClelland Mullins, Homer Wilson and William Pendergrass have been reappointed delegates to represent Local Union No. 759 at the Kokomo Trades and Labor Council.

Tom Tobin, Harold Hayes, Walter McNown, Lamone Frelch, Raymond Craig, Richard Short and Clarence Barlow have been appointed to represent Local Union No. 759 at the Wabash Trades and Labor Council.

Contracts now open for negotiations are coal and building material at Kokomo; Central Rail Road Signal Co., Inc.; Ready Mix, Kokomo and Logansport plants; city freight contract covering Kokomo, Logansport, Wabash, Rochester and Peru.

The contract covering C. D. Kenny Co., Peru, is open having expired October 24. To date this company has made no effort to settle the contract and has discharged the steward, John Burgen, for performance of his union job. This warehouse was formerly owned by Simon Brothers, with whom we have had a contract for the past seven years.

When buying bread buy Ward and Colonial and Omar, as Dietzens is still the only bread in our jurisdiction that is not made and delivered by union people.

There has been a meeting with Kinney Transit Co., and we hope to have some good news from that company by the next publication.

Members on the sick list: Don Wisehart, steward at Omar's, is at home recovering from an operation.

Frank Barton, employee at Ross Transit is in St. Joseph Hospital with a broken leg.

Dick Warden is recovering from an accident received while working at Motor Express.

All members of Local Union No. 759 wish them speedy recovery.

Elmer Nolan Wins NLRB Case Against Paris (Ill.) Grocer

The wholesale grocery company of A. Frey & Son in Paris, Ill., has a sign posted conspicuously in its office which should be a warning to all employers of labor who believe they can fire their workers for union activity and get away with it.

The National Labor Relations Act is still in effect and can be invoked when violated by an unfair labor practice, such as the discharge of Norval A. Hill, for belonging to Teamsters Local 73, headed by Elmer Nolan of Clinton.

Hill was fired June 24, last. Nolan took the case to the NLRB, which conducted an examination and hearing and rendered its decision on July 29.

The NLRB decision required the company to reinstate Hill immediately, pay him for the time he would have worked and also to pay him for expenses incurred in seeking other employment.

Further, the order required the company to post a notice reading in part as follows:

NOTICE TO ALL EMPLOYEES

Pursuant to a settlement agreement of the National Labor Relations Board, and in order to effectuate the policies of the National Labor Relations Act, we hereby notify our employees that:

We will not in any manner interfere with, restrain or coerce our employees in the exercise of their right to self-organization, to form labor organizations, to join or assist CHAUFFEURS, TEAMSTERS AND HELPERS UNION, AFL, LOCAL 73 or any other labor organization, to bargain collectively through representatives of their own choosing, and to engage in concerted activities for the purpose of collective bargaining or other material aid or protection.

We will offer to the employees named below immediate and full reinstatement to their former or substantially equivalent positions without prejudice to any seniority or other rights and privileges previously enjoyed and make them whole for any loss or pay suffered as a result of the discriminations.

NORVAL A. HILL

All our employees are free to become or remain members of the above-named union or any other labor organization. We will not discriminate in regard to hire or tenure of employment or any term or condition of employment against any employee because of membership in or activity on behalf of any such labor organization.

(Signed) A. FREY & SON, By LEE A. FREY,

Employer.

Dated July 29, 1948.

This notice must remain posted for 60 days from the date hereof and must not be altered, defaced or covered by any other material.